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COAST GUARD

BULLETIN



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COAST GUARD CONTINGENT OF MEN AND WOMEN IN FUNERAL PROCESSION OF PRESIDENT

For the first time in the history of the Coast Guard, enlisted personnel participated in a Presidential funeral cortege, when on 14 April a company of Coast Guardsmen from the Curtis Bay Training Station and a contingent of 114 SPARS from the Washington Barracks escorted the flag draped coffin of Franklin Delano Roosevelt, the Commander in Chief, from the Union Station to the White House.

In addition to the Curtis Bay contingent and the group of SPARS, another Coast Guardsman, Arthur Arnold B. M. 1c, served as one of the pall bearers. Arnold, selected from all men in the capital area because of his outstanding war record, was one of eight service men representing all the armed forces who served as pall bearers in Washington and who also accompanied the body to Hyde Park.

COMMANDANT OF COAST GUARD PROMOTED TO THE RANK OF FULL ADMIRAL

Russell R. Waesche, Commandant of the United States Coast Guard has been promoted from the rank of vice admiral to that of admiral. Oath of office was administered to Admiral Waesche on 6 April 1945, following the confirmation of his nomination on 4 April.

Admiral Waesche was reappointed Commandant of the Coast Guard for a third term of 4 years by the President of the United States with the advice and consent of the Senate on 14 June 1944. He had been appointed Commandant of the Coast Guard with the rank of rear admiral on 14 June 1936, succeeding Rear Admiral Harry G. Hamlet. Upon termination of this

appointment in 1940, he was reappointed for a second 4-year term. In March 1942, he was raised to the rank of vice admiral, the highest rank ever to be held by a Coast Guard Officer.

COAST GUARD NOW HAS WELL BALANCED PROGRAM OF ADVANCED TRAINING

Under the direction of the training division at Coast Guard Headquarters, training is provided for Coast Guard personnel in many special wartime as well as basic marine subjects. Although training is provided largely through Coast Guard training stations, classes are also formed and sent to schools operated by other services and the large manufacturers of marine engines. While emphasis is of course placed upon subjects directly connected with the prosecution of the war, many of these programs also fit men for certain of the peacetime duties of the Coast Guard.

In most cases trainees are selected by various DCGO's and training stations in accordance with quotas assigned. Where quotas are not assigned selections for training are made directly by Headquarters from applications forwarded to Headquarters through regular channels. Information on qualifications necessary for training and method of making application may be procured directly from the personnel officer, training officer or commanding officer. In all cases classification test scores and conduct and proficiency marks should also be included. These examinations may be taken at any district Coast Guard office or training station.

The training list (below) changes from time to time as dictated by the needs of the Service. Changes will be indicated in succeeding issues of the COAST GUARD BULLETIN.

C. G. Distribution
A, B, C, D, E, and List 102

¹ Published with the approval of the Director of the Budget.

School	Location	Weeks	Special qualifications
*Aerographer's Mate.....	NTS, NAS, Lakehurst, N. J.....	14	Nonrated men—High school graduate with special qualifications.
Aids to Navigation, basic and advanced.	CGTS, Groton, Conn.....	21	Ch or lc MM, MoMM, EM, or other rating if qualified by mechanical ability or experience.
Commissary Steward.....	NTS, Great Lakes, Ill.....	12	SClc, with 1 year service as SClc.
Damage Control.....	CGTS, Ft. McHenry, Baltimore, Md.	3	Rated and nonrated men who are prospective members of Damage Control parties.
Diesel, advanced.....	NTS, General Motors, Flint, Mich.	6	MoMM's who have Diesel experience.
Diesel, advanced.....	NTS, Fairbanks-Morse, Beloit, Wis.	5	MoMM any class with Diesel experience.
*Direction Finder.....	NTS, Casco Bay, Portland, Maine and CGTS, Atlantic City, N. J.	4	Radiomen, any class.
Electrician's Mate.....	CGTS, Groton, Conn.....	16	Nonrated men with related experience.
Electrician's Mate, advanced.	Westinghouse Electric & Mfg. Co., Pittsburgh, Pa.	7	EM any class—preferably above 3c. Training is for duty on Owasco type vessel.
Electrician's Mate, (Telephone), advanced.	CGTS, Groton, Conn.....	10	Rated EM(T).
*Electrical, Interior Communication.	Advanced EM School, Camp Peary NavTra and DistCtr, Williamsburg, Va., and Navy Yard, Washington, DC.	8 mos.	Rated EM with training in advanced mathematics and physics.
Explosives, Loading.....	CGTS, Ft. McHenry, Baltimore, Md.	3	Personnel entitled to tour of duty ashore, class "M" or men unable to perform duties rate afloat.
Fireman.....	CGTS, Alameda, Calif.....	6	Nonrated men.
Fire Controlman, basic.....	NTS (Fire Control), Bainbridge, Md.	23	Nonrated men with related experience.
Fire Controlman, advanced.....	Navy Yard, Washington, D. C.	21	Graduates of basic FC School, Bainbridge, as recommended by OinC of that school.
General Office Training.....	CGTS, Manhattan Beach, Brooklyn, N. Y.	9	Nonrated SPARS from recruit training.
*Gunner's Mate, advanced and Electric Hydraulic.	Navy Yard, Washington, D. C.	8	GM any class.
*Gunner's Mate, advanced.....	NTS, Advanced GM, FSS, Naval Repair Base, San Diego, Calif.	12	Do.
Laundryman.....	CGTS, Alameda, Calif.....	6	Sic, Cox, and other 3c PO who are willing to change their rating to SSML3c(R).
*Oil-Fired Equipment.....	Navy Yard, Phila., Pa.....	6	Experienced WT any class.
Pharmacist's Mate.....	CGTS, Groton, Conn.....	12	HA who have not attended training.
Port Security.....	CGTS, Ft. McHenry, Baltimore, Md.	6	Sp (PS) and other personnel presently engaged in PS duty.
Radar Operator (Shipborne).	NTS (Radar Operators), Ft. Lauderdale, Fla.	4	Nonrated men with related experience.

It is preferable that applications for training prefaced by the asterisk () be forwarded to Headquarters for selection. However, applications for other training may be forwarded when desirable.

School	Location	Weeks	Special qualifications
Radio Matériel, advanced	CGTS, Groton, Conn.	26	RT with experience and special qualifications.
Radio Matériel, basic	CGTS, Groton, Conn.	16	Nonrated men; rated men other than RM, WT, EM, AerM, FC, PhM, MM.
Radioman	CGTS, Atlantic City, N. J.	24	Preferably nonrated men with related experience.
Sentry Dog	CGTS, Curtis Bay, Md.	9	Class "M" men without disability of arms, legs, back, foot, or abdominal muscles or physically fit men in certain categories.
Ship's Cook and Baker	CGTS, Manhattan Beach, Brooklyn, N. Y.	12	Nonrated SPARS with related experience.
*Sonar Operator and Matériel refresher.	West Coast Sonar School (Navy).	9-21	Experienced Sonarmen.
*Sonar Operator and Matériel refresher.	NTS, Norfolk, Va. (3 wks. code) further transfer to Flt. Sonar School, Key West, Fla.	9-21	Experienced Sonarmen.
Sonar Operator, basic	NTS, West Coast Sonar School, San Diego, Calif.	8-20	Nonrated men with related experience.
*Sound Motion Picture Technician.	NTS (Sound Motion Picture Tech.), NavTraCtr., Baltimore, Md.	8	Men with related experience, particularly EM.
Steward's Mate	Academy; CGTS, Curtis Bay, Md. Manhattan Beach, CGTS, Brooklyn, N. Y.	8	Recruited as StM.
Steward	Academy, New London, Conn.	16	StM of high caliber.
Storekeeper	CGTS, Manhattan Beach, Brooklyn, N. Y.	15	Nonrated SPARS with related experience.
Watertender	Ferryboat "SS BROOKLYN," New York, N. Y.	12	Nonrated men with related experience.
Yeoman	CGTS, Manhattan Beach, Brooklyn, N. Y.	9	Nonrated SPARS who can write shorthand at 60 WPM and type 30 WPM.

NEW EDITION OF "TANK VESSEL OPERATION DURING WARTIME" BEING DISTRIBUTED

There has just been issued and distributed to the operators of tank vessels, on a restricted basis, a new edition of the publication entitled "Suggestions Concerning Tank Vessel Operation During Wartime." This publication contains three parts. Part 1 consists of suggested safety measures for the guidance of tanker officers in case of attack by submarine, based on experiences of 6,000 tankermen attacked by submarine. Part 2 describes the problem of gas-freeing tankers on the ballast voyage. Part 3 consists of suggestions for the reduction of oil hazards in marine salvage work.

The Coast Guard has, since the war began, continuously accumulated information relating to enemy action against our merchant shipping. The information collected by the Government on each tanker casualty has been in such great detail that it has been possible to make special studies of the effect of moonlight, darkness, weather, etc., on attack and the effectiveness of various types of lifesaving apparatus. This great mass of information on tanker casualties, representing over 25,000 citations of fact, has been classified and studied by 2 groups expert in the operation of tankers, and the procedure recommended in this paper is the result of their work. The present publication is based on these studies. The publication is restricted, and on shipboard is to be kept in the ship's safe with

confidential papers. It has been prepared for masters, officers of naval gun crews, chief mates, chief engineers and first assistants, and vessel owners, agents, and such other persons as have some responsibility for the safety of crews of tankers, as the basis for instructing the crews of tank vessels in lifesaving and vessel security resulting from wartime hazards peculiar to that trade. The new printing of this publication contains 40 pages.

CAPACITY OF SCHOOL FOR AIDS TO NAVIGATION TRAINING BEING INCREASED

A change in the training schedule at the Coast Guard's aids to navigation school at Groton, Conn., is being made as a means of increasing the number of graduates per year. By increasing the number of classes under training at one time to three, the capacity of the school will be 90 men and, although the length of the course is being increased slightly, approximately 225 men will be graduated per year.

The length of the aids to navigation course will, in the future, be 21 weeks instead of the previous 20 weeks. This will permit more time to be devoted to lighthouses, fog signals, and radiobeacons. There is also being added brief instruction in painting, glazing, wiring, and routine maintenance. The new schedule also provides that each student will spend 1 week out of 7 on board a tender-class cutter engaged in the servicing of buoys when practicable.

Special emphasis in the Groton course is being placed on the newly issued "Aids to Navigation Operation Bill." This document, posted conspicuously at all aids to navigation regularly attended by resident keepers, comprises a basic set of rules and instructions for the operation of the various types of signals in common use. It presents in condensed form much of the information previously published by the former Lighthouse Service in its "Instructions to Light-Keepers."

TEMPORARY RESERVE FUNCTION OF REPLACING REGULARS IS INCREASINGLY EFFECTIVE

Division 5A of the Temporary Reserve units of the First Naval District, stationed in and near Boston, was reviewed on 12 April, at which time it was awarded the Coast Guard Security Shield of Honor. In the reviewing and

presentation party were Rear Admiral Lyndon Spencer, Commodore Wilfrid N. Derby, Captain Chester H. Jones, and Captain Arnaud C. Marts.

The ceremony took place at the South Armory, in Boston, and its nature was somewhat changed at the last moment as news of the death of President Roosevelt had been made known but 2 hours before. In place of the military exercises which had been planned, a chaplain performed an appropriate ceremony and this was probably the first public recognition of the President's death by a military organization in the city of Boston.

Division 5A consists of approximately 5,000 Temporary Reservists who are performing most of the port security duties in the port of Boston both on land and water, this including such work as the manning of the inner examination vessel for which work they have the commendation of regular Navy officers.

The Seattle Regiment of the Volunteer Port Security Force held a review and inspection on 6 May, to celebrate the end of its first year of operation. The Seattle Regiment had an authorized strength of 2,000 men. The regiment was reviewed by Rear Admiral Charles A. Park, from headquarters and Coast Guard officers from the Thirteenth Naval District.

Training units from the Gray Marine Motor Company, in Detroit, Mich., are continuing their work among the battalions and regiments of the Volunteer Port Security Forces and the Temporary Reserve units comprised of Auxiliaries. The unit which recently visited Philadelphia, New York, and Boston was in Chicago during the first week in May, where instruction was given in the care and operation of small gasoline and diesel engines. A similar unit was sent to the Pacific coast under the direction of Mr. Thomas Hall, west coast representative of the Gray Marine Motor Company. This group of instructors, and the models which they use for class work, visited Seattle, Wash., the first week in May, and was scheduled to be in Portland, Oreg., the second week in May, San Francisco, Calif., the third week of the month, and Los Angeles, Calif., the first week in June.

Statistics prepared monthly by the Temporary Reserve Division at Headquarters show the continued employment of Temporary Reservists in all the naval districts of continental United States, where they are replacing more and more regulars for foreign service.

VOLUNTEER TEMPORARY RESERVISTS

Including volunteer port security forces and temporary reserve units (from the auxiliary).

Naval district	Authorized	Present enrollment		In training
		Active	Unassigned	
1st	10,495	4,667	3,620	76
3d	4,900	2,445	839	114
4th	7,000	5,140	74	352
5th	4,215	2,973	145	68
6th	2,701	2,237	18	79
7th	3,742	1,953	200	-
8th	5,617	3,213	142	121
9th, Cleveland	8,135	4,618	2,180	-
9th, St. Louis	2,473	215	1,915	4
10th	500	23	411	-
11th	4,700	3,458	-	207
12th	6,000	3,918	48	1,364
13th	7,090	5,156	-	726
Total	67,568	40,016	9,592	3,111

**"TANK VESSEL REGULATIONS"
WITH AMENDMENTS TO APRIL
1945 IS BEING REPRINTED**

There has just been issued by Coast Guard headquarters a revised edition of the publication "Tank Vessel Regulations," which contains all the regulations previously published in the Federal Register, and all the amendments to these regulations published between December 1941 and 31 March 1945. There are no new regulations incorporated in the volume. Supplies of the publication are being made available to all district Coast Guard officers, and to officers in charge—mariné inspection. The publication replaces "Tank Vessels" dated December 1941.

These tank vessel regulations are applicable to all vessels regardless of tonnage or size, whether self-propelled or not, and whether carrying freight or passengers for hire or not, that have on board any inflammable or combustible liquid cargo in bulk. These regulations do not apply to vessels carrying on board inflammable or combustible liquid for use as fuel or stores on such vessels nor to vessels carrying liquid cargo in drums, barrels, or other packages only. Neither do they apply to public vessels owned by the United States unless engaged in commercial services.

The regulations contained in this publication are principally the require-

ments for peacetime operation, and the necessary wartime regulations which are supplemental or additional thereto are contained in "Subchapter O—Regulations Applicable to Certain Vessels and Shipping During Emergency," and "Wartime Safety Measures for Merchant Marine." The regulations for boilers, pressure vessels, and appurtenances on tank vessels are contained in a separate publication entitled, "Marine Engineering Regulations and Material Specifications." The rules and regulations relative to the examinations for and the issuing of licenses, certificates, raising of grade, etc., and other matters relative to merchant marine personnel for tank vessels are contained in a separate publication entitled, "Rules and Regulations for Licensing and Certificating of Merchant Marine Personnel."

**COAST GUARD HAS ISSUED
708,039 WAR BONDS**

Upon the completion of its twenty-first month of operation, the Coast Guard War Bond issuing office, which issues all the War Bonds sold to military personnel, had upon its books a record of 708,039 bonds issued. The sales value of these bonds was \$16,604,193 and the maturity value \$22,138,925.

With the exception of the officer in charge, the entire bond issuing unit consists of SPARS.

INCREASE IN NUMBER OF SMALL PRIVATELY OWNED BOATS STILL CONTINUES

The table below gives the cumulative total of numbered but undocumented vessels in each Coast Guard District by Customs ports for the month of February 1945. Generally speaking, undocumented vessels are those of less than 5 net tons engaged in trade and those of less than 16 gross tons used exclusively as pleasure vessels. These vessels are required to be numbered under the provisions of the Act of June 7, 1918, as amended (46 U. S. C. 288).

Coast Guard district	Customs port	Total
1st (Boston)-----	(4) Boston----- 11, 870 (1) Portland, Maine----- 9, 028 (2) St. Albans----- 2, 440 (5) Providence----- 3, 064	26, 402
3rd (New York)-----	(10) New York----- 37, 168 (6) Bridgeport----- 7, 016	44, 184
4th (Philadelphia)-----	(11) Philadelphia----- 17, 833	17, 833
5th (Norfolk)-----	(14) Norfolk----- 17, 495 (13) Baltimore----- 18, 619	36, 114
6th (Charleston)-----	(16) Charleston----- 1, 496 (15) Wilmington, N. C.----- 2, 288 (17) Savannah----- 2, 274	6, 058
7th (Miami)-----	(18) Tampa (part)----- 14, 852	14, 852
8th (New Orleans)-----	(20) New Orleans----- 15, 110 (18) Tampa (part)----- 947 (19) Mobile----- 5, 436 (21) Port Arthur----- 3, 338 (22) Galveston----- 7, 995 (23) Laredo----- 1, 585 (24) El Paso----- 5 (43) Memphis (part)----- 79	34, 495
9th (Cleveland)-----	(41) Cleveland----- 12, 820 (7) Ogdensburg----- 6, 220 (8) Rochester----- 8, 183 (9) Buffalo----- 7, 880 (36) Duluth----- 3, 697 (38) Detroit----- 24, 340 (37) Milwaukee----- 11, 945 (39) Chicago----- 7, 211	82, 296
9th (St. Louis)-----	(45) St. Louis----- 17, 836 (12) Pittsburgh----- 3, 717 (34) Pembina----- 110 (35) Minneapolis----- 8, 168 (40) Indianapolis----- 4, 957 (42) Louisville----- 3, 487 (43) Memphis (part)----- 7, 864 (44) Vacant (Des Moines)----- 201 (46) Omaha (part)----- 744	47, 084
10th (San Juan)-----	(49) San Juan----- 231 (51) St. Thomas----- 66	297
11th (Long Beach)-----	(27) Los Angeles----- 6, 031 (25) San Diego----- 1, 160 (26) Nogales----- 48	7, 239

Coast Guard district	Customs port	Total
12th (San Francisco) -----	(28) San Francisco----- 17, 955 (47) Denver-----	17, 955
13th (Seattle) -----	(30) Seattle----- 26, 143 (29) Portland, Oreg----- 8, 906 (33) Great Falls----- 597 (46) Omaha (part)----- 2	35, 648
14th (Honolulu) -----	(32) Honolulu----- 1, 639	1, 639
17th (Ketchikan) -----	(31) Juneau----- 5, 585	5, 585
Grand total -----		377, 681

**SINGLE VOLUME NOW EMBRACES
ALL FINANCE AND SUPPLY
CIRCULARS 1941-44**

A bound volume entitled "Finance and Supply Circulars, 1941-1944" has just been issued by Headquarters and distributed to all districts and units where a need for it exists. This incorporated in one volume all the circulars upon this subject which have been issued during the period mentioned.

In this volume, the circulars are arranged in the chronological order in which they were originally issued. There is a list of the titles of the various circulars, also arranged chronologically, and, in addition, an index of the subject matter broken down in accordance with the chapters of the Pay and Supply Instructions, the basic document which these circulars amend.

**LAKE COEUR D'ALENE IS NAMED
AS NAVIGABLE WATERS OF
THE UNITED STATES**

Following an opinion of its chief counsel, the Coast Guard has declared Lake Coeur d'Alene, Idaho, as navigable waters of the United States, under revised statute 4400. This obligates the Coast Guard to enforce the navigation and vessel inspection laws thereon, and also to require compliance with various wartime safety measures.

Lake Coeur d'Alene is 24 miles long and from 1 to 2 miles wide. Its outlet is through the Spokane River which flows into the Columbia River about 100 miles downstream. The lake itself is navigable and is being navigated by both pleasure and commercial boats, and so are its principal tributaries, the Coeur d'Alene, St. Joe, and Ste. Maries rivers, for several miles up from their mouths. The Spokane River falls 1,050 feet during its course, and has several waterfalls and dams.

Insofar as the wartime protection of these waters is concerned, the responsibility devolves upon the captain of the port at Seattle, Washington, the lake and its tributaries falling within the territory over which he has jurisdiction.

The application of wartime safety measures to Lake Coeur d'Alene is a part of the problem of the general applicability of these regulations to many inland lakes.

**NEW BOOK ON INSIGNIA AND
DECORATIONS PUBLISHED BY
NATIONAL GEOGRAPHIC**

"Insignia and Decorations of the U. S. Armed Forces" is the title of a new publication of the National Geographic Society. The Society presents in this volume a complete revision of its "Insignia and Decorations of the United States Armed Forces," issued in 1943.

In the revision the number of insignia shown in full color has been increased from 1,701 to 2,476, and new data have been added, recording official additions and changes up to December 1944.

In addition are shown the insignia of agencies officially cooperating with the armed forces, such as the Maritime Service, the Coast and Geodetic Survey, the Public Health Service, the Red Cross, United Service Organizations (USO), etc. "E" and other awards granted to civilians for outstanding war effort are also included.

In December 1943, the Society combined in a single volume the articles on insignia and decorations which had been published in the National Geographic Magazine in the issues of June, October, and December, 1943, and added to the reprint an 8-page supplement to make the material complete to the end of that year.

Demand by the services and civilians alike for this publication soon exhausted

the supply of copies. Meanwhile, many insignia had been changed and hundreds added for new armies, new air forces, and new units of the fleet marine force, etc. For instance, in September, 1944, the aviation badges of flight surgeon and flight nurse were changed from gold to silver at their request, to conform with the silver badges used by all other members of Army aviation.

Rather than reprint the 1943 book, the Society undertook the present complete up-to-date revision and expansion. Sixty of the 72 color pages of this revision are new plates; only 12 of the 56 of the first edition could be used. The volume is obtainable from the National Geographic Society, Washington 6, D. C., at \$1 per copy, postage paid.

ICE DAMAGE TO MINOR LIGHTS REDUCED BY USE OF STEEL PILE STRUCTURES

The introduction of steel-pile structures for minor lights on submarine sites in the Chesapeake Bay area, which was inaugurated following the losses of aids from severe ice during 1936-37, has resulted in a substantial reduction of damage from this cause. The structures now being erected, as occasion warrants, consist basically of a piece of 18-inch steel pipe-pile from 40 to 48 feet in length. The pile is driven into the bottom to a suitable depth, and the lighting apparatus is attached to its upper end.

Depending upon the nature of the bottom and the severity of the ice conditions anticipated, the pipe structure stands by itself or is reinforced by additional wood piles or by a cylinder of interlocking steel sheet piling filled with concrete. These structures stand in water not over 12 feet in depth, and the lights are elevated from 14 to 18 feet above the water surface. The battery box and the lantern are mounted on the upper end of the pile and below this a small gallery from which the apparatus can be reached for servicing.

In soft bottom, or where there is a considerable degree of exposure to floating ice, these pile structures are reinforced by wooden piling. In one method a steel-plate ring about 8 feet in diameter and with a depth of 4 feet, is centered over the pipe-pile and lowered to the bottom where it sinks into the bottom. Six wooden piles are driven between the pipe-pile and the outer ring and the spaces between filled with concrete. In another method where soft bottom conditions are encountered the place of the steel ring is taken by a timber cribwork of 6 x 6

inch timber in the form of a maltese cross. Within the arms of this cross wood piles are driven and the framework filled with concrete to bind the wood and the pipe-piles into a single supporting unit.

In other cases, the center pipe-pile is ringed by a belt of interlocking sheet steel piling, the space between being filled with concrete. The sheet steel piling is capped about 8 feet above the water level and forms a platform on which a small house for acetylene accumulators may be erected if the light is to be of the acetylene variety.

In the Chesapeake Bay area, during the winter of 1936-37, the losses of minor light structures from ice approximated \$350,000. Most of the structures damaged were three-pile, all-wood types. Immediately thereafter the use of steel-pipe structures was begun. In subsequent years, when heavy ice prevailed, the losses were reduced, and in direct proportion to the degree to which the wood structures had been replaced. The steel-pipe structures have been subject to damage in some instances, but the losses have been very small and occurred at sites where soft mud bottoms were encountered.

The introduction of the steel-pipe pile structures was preceded by an extensive investigation in 1937 on model structures, built on a scale of one inch to the foot, whereby the relation of penetration and diameter, to overturning resistance was determined, for different foundation conditions. This series of tests produced data showing the superiority of the single pipe-pile structure over the wooden pile structures then in use and furnished the data necessary to determine the penetration required to resist normal ice conditions.

RISING COSTS NOT A NEW PROBLEM

In 1858, when lighthouse work was under the direction of a board consisting of Army and Navy officers and prominent civilians, rising costs were a problem in the proper manning of the lightships, as the following report shows:

"Within the last 5 years the wages of seamen in the Navy has been increased from \$12.00 to \$18.00 per month, while the rates in the mercantile marine, to which the light vessel service had mainly to look for crews, ranged at still higher figures. Rations which cost in 1852, for the crews of light vessels, from 19 to 20 cents per man per day, averaged during the next 5 years, from 25 to 35 cents per man per day."

**BIDS TO BE OPENED FOR NEW
WHARVES AT BOSTON, MASS.
CONSTITUTION BASE**

Bids are about to be opened by the Coast Guard for the construction of new docks, piers, and accessories to the Coast Guard Base, Constitution Wharf, Boston, Mass. The project will consist of the placing of concrete-filled steel pipe piling and reinforced concrete decks; steel sheet-pile bulkheads; dredging; removal of certain existing structures; metal fence, concrete paving; and railroad track work.

The Constitution Base is one of the principal Coast Guard bases in Boston Harbor, from which is carried out much of the vessel inspection and port security work incident to the war. Operations will continue during construction of the new facilities, and to this end existing structures and facilities will be removed gradually and only as equivalent new space becomes available.

The new piers and facilities to be constructed, while only partly on the site now occupied, are sufficiently different in dimensions as to require the ultimate removal of practically all existing structures and piling. Main features of the new construction are two piers, one 100 feet wide and the

other 75 feet wide, between which will be a basin, connected at their inner ends by an open dock.

AVIATION 25 YEARS AGO

The Naval Air Station at Morehead City, N. C., had been turned over to the Coast Guard in 1920. The Navy had leased a part of the land from the State and had equipped it with necessary building and hangars.

The act of August 29, 1919, had authorized the Secretary of the Treasury, for the purpose of saving life and property along the coasts of the United States, to establish, equip, and maintain aviation stations, not exceeding 10 in number, at such points as he might deem advisable, and to detail officers and enlisted men of the Coast Guard for aviation duty in connection therewith.

By 1920 the Coast Guard already had some trained aviators, and it acquired planes from the Navy. With this personnel and equipment it took over and operated the Morehead City station. The station employed its planes in searching for wrecked and distressed seacraft, for the enforcement of customs and navigation laws, and carrying medical aid to remote and inaccessible points.

INFORMATION ON VOTING BY MILITARY PERSONNEL

Ohio and Virginia are the latest states to have enacted legislation designed to facilitate voting by servicemen in municipal and State elections to be held in 1945. In addition, Oregon will give its servicemen the opportunity of expressing their wishes on two tax measures by absentee ballot in a special State-wide referendum.

Distribution of Navy Department Voting Poster—1945 and the revised Navy Voting Manual—1945 has now been completed to all naval establishments ashore and afloat. Servicemen interested in voting should consult their voting officers for latest information regarding elections to be held in states permitting absentee voting by servicemen. The latest available official information on elections at which servicemen will be permitted to vote by state absentee ballot is as follows:

ILLINOIS: A general election for judicial officers will be held throughout Illinois on 4 June 1945. Officers to be elected are: A Justice of the Illinois Supreme Court from the Fifth Supreme Court District comprising the counties of Bureau, Grundy, Henry, Knox, La Salle, Marshall, Peoria, Putnam, Stark, and Woodford; a Justice of the Supe-

rior Court of Cook County; and Circuit Court Judges in all Circuit Court Districts throughout the State. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in the above election. Post card applications for ballots will be accepted from servicemen and will probably be accepted from members of the merchant marine and from certain attached civilians. Applications for ballots will be accepted thirty days in advance of the election, and executed ballots must reach election officials not later than 4 June 1945, to be counted.

MICHIGAN: A municipal primary election will be held in the City of Detroit on 7 August 1945. Candidates to be chosen at this election will be: Mayor, City Clerk, City Treasurer, Councilmen, and Constables. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Post card applications for ballots (USWBC Form #1) will be accepted from such persons beginning 14 May 1945. Ballots will be mailed by local election officials about 29 May 1945. In order to be counted, executed ballots must be received by local election offi-

cials on 7 August 1945. Inasmuch as the primary election is a nonpartisan election, it will not, repeat not, be necessary for servicemen to fill in Item #6 (choice of party) on USWBC Form #1.

NEW JERSEY: State and municipal elections will be held at the following times and places:

STATE: Primary elections will be held on 12 June. State officers, including members of the General Assembly in all counties, State senators in certain counties and county officers will be selected.

MUNICIPAL: Local officers will be elected on 8 May in:

- Asbury Park
- Audubon Park
- Bordentown
- Cape May City
- Clark Township (Union County)
- Collingswood (Borough)
- East Millstone
- Hackensack
- Haddonfield (Borough)
- Jersey City
- Keansburg (Borough)
- Lyndhurst Township (Bergen County)
- Medford Lakes (Borough)
- Millville
- Monmouth Beach (Borough)
- Newark
- Sea Isle City
- Vineland (Borough)
- West Cape May (Borough)
- Wildwood Crest (Borough)

IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on post card),

OHIO: A Primary election will be held in most cities throughout the State on 31 July 1945. (Certain charter cities will hold elections at other dates to be announced later.) Candidates to be chosen at this election will be municipal officers for cities and villages. Eligible servicemen, members of the merchant marine and certain attached civilians may vote in this primary election. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and certain attached civilians. Relatives may also apply for ballots to be mailed to servicemen. Applications for ballots will be accepted at any time and will be mailed to servicemen about June 1, 1945. Executed ballots must be received by local election officials on 31 July, 1945, to be counted. Ballots may be marked with pen, pencil or any other writing instrument. **IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE**

CHOICE OF PARTY (Item No. 6 on the post card).

OREGON: A special State-wide referendum will be held throughout the State of Oregon on 22 June 1945, on two tax measures. The two measures to be voted upon are as follows: (1) Authorization for a five-mill property tax for the next 2 years to be used for the construction of buildings for State institutions of higher learning, and State institutional buildings and the authorization of the use of surplus income tax revenue to offset this property tax.

(2) Authorization to levy a 2 cents per package tax on cigarettes. The money received from this tax is to be used for elementary schools.

Eligible servicemen, members of the merchant marine, and certain attached civilians will be permitted to vote on the two tax measures by absentee ballot under a specially adopted state procedure. The postcard application (USWBC Form #1) will be accepted by state officials as an application for a ballot and may be mailed at any time. Ballots on the tax measures will be mailed to prospective voters on 28 April 1945, and the executed ballot must be received by 16 June in order to be counted. Prospective voters should indicate on postcard application their desire for a ballot in the special election.

PENNSYLVANIA: A primary election will be held throughout the State on 19 June 1945. Candidates to be chosen at this election will be: Two Judges of the State Superior Court, and municipal and county officials throughout the state. Eligible servicemen, members of the merchant marine, and certain attached civilians may vote in this primary election. Ballots will not be mailed automatically or on application of a friend or relative, as in the general election of 7 November 1944, but voters must make individual application for a ballot. Postcard applications for ballots will be accepted from servicemen and from members of the merchant marine and from certain attached civilians. Applications may be mailed at any time. Executed ballots must be received by the County Board of Elections not later than 26 June, 1945, in order to be counted. **IN APPLYING FOR A PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).**

VIRGINIA: A Democratic primary election will be held throughout the State on 7 August, 1945. Candidates to be chosen at this primary will be: Governor, Lt. Governor, Attorney General, Members of the House of Dele-

gates, and certain local officers. Eligible servicemen may vote in this Democratic primary election. Merchant Marine and attached civilians serving with the armed forces will not be permitted to vote under the special absentee voting procedure recently enacted by Virginia. Postcard applications for ballots (USWBC Form #1) will be accepted from servicemen and will be re-

ceived at any time. Relatives may also apply for ballots to be mailed to servicemen. Ballots, however, will not be mailed until 21 May 1945. Executed ballots must be received by election officials by 4 August in order to be counted. IN APPLYING FOR ANY PRIMARY BALLOT BE SURE TO INDICATE CHOICE OF PARTY (Item No. 6 on postcard).

THE COAST GUARD'S WAR BOND PROGRAM

Latest figures on percentages of War Bond allotment participation in the Naval Services follow:

Navy-----	55.1
Marine Corps-----	60.2
Coast Guard-----	50.7

The Coast Guard's percentage is going down instead of up, despite continued efforts of War Bond Officers in the Districts. A plan was recently introduced wherein the bond officers at Stateside ports would offer assistance to bond representatives aboard incoming Coast Guard and Coast Guard-manned vessels. Organization of those fleet units, also, is still in progress in the all-out effort to reach the Secretary of the Navy's 90 percent participation goal.

The following chart of percentages as of 23 March 1945 shows standings of the districts and independent units. Special attention this month is called to the percentages reported by Lt. Comdr. Randall of the San Francisco District and Lt. Keefe of the St. Louis District. San Francisco again shows 90 percent

and St. Louis increased from 70 to 84 percent in 1 month.

The period 22 June to 7 July has been designated by the Secretary of the Navy for the Independence day "EXTRA" Cash War Bond Sale. All purchases of Coast Guard personnel both uniformed and civilian, through Coast Guard representatives during this period will be credited to the Treasury Seventh War Loan, for which the quotas for individuals are the largest in history.

Admiral Chalker, Coast Guard War Bond Chairman, has stated that, "Although primary emphasis is still placed on participation in the War Bond monthly allotment and pay-roll deduction programs, it is hoped that Coast Guard personnel will give wholehearted support to this cash sale by purchasing at least one 'Extra Bond.' It is strongly urged, also, that those individuals who normally would purchase large amounts of Series E, F or G bonds through their outside financial connections will use Coast Guard facilities during the above period."

WAR BOND ALLOTMENT PERCENTAGES

Relative Standing, February 1945

Districts and units	Percent participation	+ or -
1. 12ND	90.9	+. 2
2. 9ND, St. L.	84.5	+14.5
3. 11ND	82.3	+1.2
4. HQTRS	79.5	-. 1
5. 1ND	76.0	-3.3
6. 4ND	70.4	+. 9
7. 3ND	67.1	+1.01
8. 10ND	66.3	-. 5
9. 6ND	63.3	-. 6
10. 8ND	61.0	0
11. 7ND	59.4	+4.7
12. 13ND	56.9	+. 6
13. 14ND(Jan.)	56.3	-----
14. 5ND	51.9	+6.0
15. 9ND, C1	49.6	+. 6
16. 17ND	47.2	+2.5
<i>Independent units</i>		
1. St. Augustine	90.6	+. 6
2. Manhattan Bch. T. S.	83.4	+1.0
3. YARD, Curtis Bay	77.1	-14.1
4. Groton Trasta	76	+1.0
5. Atlantic City Trasta	74	+4.5
6. Fort McHenry Trasta	65	-. 6
7. Curtis Bay Trasta	59.6	+5.9
8. Alameda CG Group	58.9	+2.6
9. Washington Rasta	58.2	+1.2
10. Academy	50.5	+. 5
11. Ellis Island Recsta	46.6	-1.6
12. CGSD, Hastings, Nebr.	46.6	-----
13. Palm Beach Trasta	44.7	-10.6
14. Manhattan Bch. Recsta	38.8	-5.4
15. CG Det., Pensacola, Fla.	27.67	+4.1
16. CGSD, Patuxent River	24	0

